

1. WEST TRANSITWAY - PINECREST ROAD TO ACRES ROAD - ACRES ROAD INTERSECTION - PUBLIC HEARING
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### **COMMITTEE RECOMMENDATION**

**Having held a Public Hearing, that Council approve the preliminary design for the proposed construction of the Acres Road intersection that is required to provide for the new westbound ramp connection to Highway #417, as illustrated on Drawing No. RT-2266.**

### **DOCUMENTATION**

1. Co-ordinator, Transportation Committee report dated 30 Jun 98 is immediately attached.
2. Extract of Draft Minute, Transportation Committee 21 July 1998 immediately follows the report and includes a record of the vote.

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Our File/N/Réf.	03 07-98-0099
DATE	30 June 1998
TO/DEST.	Transportation Committee
FROM/EXP.	Co-ordinator, Transportation Committee
SUBJECT/OBJET	<b>WEST TRANSITWAY - PINECREST ROAD TO ACRES ROAD - ACRES ROAD INTERSECTION - PUBLIC HEARING</b>

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### **REPORT RECOMMENDATION**

**That the Transportation Committee recommend Council approve the preliminary design for the proposed construction of the Acres Road intersection that is required to provide for the new westbound ramp connection to Highway #417, as illustrated on Drawing No. RT-2266.**

### **BACKGROUND**

At its meeting of 3 June 1998, the Transportation Committee, with Councillor Legendre dissenting, approved the attached report dated 21 May 1998 from the Environment and Transportation Department. At that time, the following direction was given to staff:

1. That staff investigate the situation of excessive u-turning movements in the community since this had not been assessed during the environmental assessment for this project.
2. That staff determine whether the proposed development of an office tower in Bayshore will coincide at the same time as the Acres Road project and whether a traffic management study may be required because of that development.

Staff's response to the above is appended as Annex A.

The project was advertised in the three daily papers on the following dates: June 6, 7, 13, 14, 20, 21, 27 and 28, 1998. Although no objections were received as a result of this advertising, the President of the Qualicum Graham Park Community Association had spoken to the Committee in June with respect to the community's concerns of excessive turn-around traffic and her comments are contained in the extract of Minute appended to the staff report.

*Approved by  
Rosemary Nelson*

Our File/N/Réf.           25 12-97-0034  
Your File/V/Réf.

DATE                       21 May 1998

TO/DEST.                 Co-ordinator  
                              Transportation Committee

FROM/EXP.                Director Engineering Division  
                              Environment and Transportation Department

SUBJECT/OBJET           **WEST TRANSITWAY**  
                              **PINECREST ROAD TO ACRES ROAD**  
                              **ACRES ROAD INTERSECTION**

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### DEPARTMENTAL RECOMMENDATIONS

**That the Transportation Committee:**

- 1. Approve the preliminary design for the proposed construction of the Acres Road intersection that is required to provide for the new westbound ramp connection to Highway #417, as illustrated on Drawing No. RT-2266;**
- 2. Authorize that a Public Hearing be held by the Transportation Committee as required by Sections 297 and 300 of the Ontario Municipal Act;**
- 3. Refer this report to Regional Council following the Public Hearing Process.**

### BACKGROUND

On 26 September 1990, Regional Council approved the undertaking of the Environmental Assessment Study for the extension of the West Transitway from the vicinity of Woodroffe Avenue to Acres Road. On 4 April 1996, by an Order in Council, the Notice of Approval was issued by the Ministry of Environment and Energy for the Environmental Assessment for this project.

On 28 March 1994, Executive Committee approved the consultant appointment to undertake the functional design, and the preparation of a baseline budget for the West Transitway from the Southwest Transitway to Acres Road. The functional design and the establishment of a baseline budget for this project is now complete.

Regional Council, on 26 February 1997, approved the 1997 Transitway Programme budget and the recommendation to proceed with the design and construction of the Pinecrest Road to Acres Road section of the West Transitway, including the westbound Acres Road ramp connection to Highway #417.

Property acquisition for this project is underway. Regional Council has approved the acquisition of the Hewlett Packard, Minto and Alenmede Crescent properties. Negotiations are underway with the other land owners within the Pinecrest Road to Acres Road section of the West Transitway.

### DESIGN PROPOSAL

The approved Environmental Assessment Study and the functional design for the Pinecrest Road to Acres Road section of the West Transitway provides for the construction of an intersection on Acres Road, located immediately north of the existing Highway #417 westbound overpass crossing of Acres Road to allow for access to the new westbound ramp connection to Highway #417.

The construction of the West Transitway through the Richmond Road interchange will eliminate the existing Richmond Road northbound to westbound ramp connection onto Highway #417. The construction of the new ramp connection from Acres Road to Highway #417 will maintain the ability to access the Highway westbound from Richmond Road.

This intersection will also provide an at-grade crossing of Acres Road for the West Transitway for westbound buses leaving the proposed Bayshore Station that are destined for Moodie Drive and the existing westbound shoulder bus lane out to Kanata.

Acres Road is a four-lane divided urban arterial roadway with a posted speed of 80km/h through this location. The posted speed limit is reduced to 60km/h on the approach to the Aero Drive intersection approximately 200 m north of this new intersection. 3.2 m paved recreational boulevards are located immediately behind the curbs on both sides of the roadway.

The modifications to Acres Road will be limited to the requirements to construct the intersection to provide for the northbound left-turn to the ramp connection to Highway #417 and the at-grade Transitway crossing. The reconstruction will include the addition of the left-turn lane required to access the westbound ramp and the construction of the acceleration and deceleration tapers for the Transitway access that are required to ensure compliance with the design and safety standards required for an intersection at this location on Acres Road.

A southbound median left-turn lane will also be constructed to provide OC Transpo with the ability to access Bayshore Station from Carling Avenue in the event that they may need this flexibility.

This intersection will be signalized to address the need to provide bus priority at the intersection and the safety issues associated with the curvilinear alignment of the roadway and the operating speed of the through traffic.

The existing streetlighting on the east side of Acres Road will have to be relocated to accommodate the construction of this new intersection.

The continuity of the existing 3.2 m boulevard recreational lanes on both sides of Acres Road will be maintained through the new intersection.

### COST ESTIMATE

The costs for the construction of the Acres Road intersection and the Highway #417 ramp connection are included in the baseline budget for the West Transitway, Pinecrest Road to Acres Road, project. The following cost estimates, which are at a preliminary design level stage, are provided solely for the information of Transportation Committee and Council:

<u>Item</u>	<u>Cost Estimate</u>
	\$
Construction	400,000
Engineering	55,000
Utilities	75,000
Contingencies	<u>70,000</u>
Total Cost Estimate	600,000

### ENVIRONMENTAL ASSESSMENT

The Environmental Assessment Study for the West Transitway project, which included the proposed Acres Road intersection required for the westbound Highway #417 ramp connection to Highway #417, was approved by the Order in Council issued by the Ministry of Environment and Energy on 4 April 1996.

## CONSULTATION

An extensive public consultation programme was undertaken throughout the Environment Assessment and functional design phases of this project which culminated in the Notice of Approval issued by the Ministry of Environment and Energy. This public consultation and information programme will be continued through the design and construction stages of this project.

## COMMENTS FROM THE REGIONAL CYCLING ADVISORY COMMITTEE

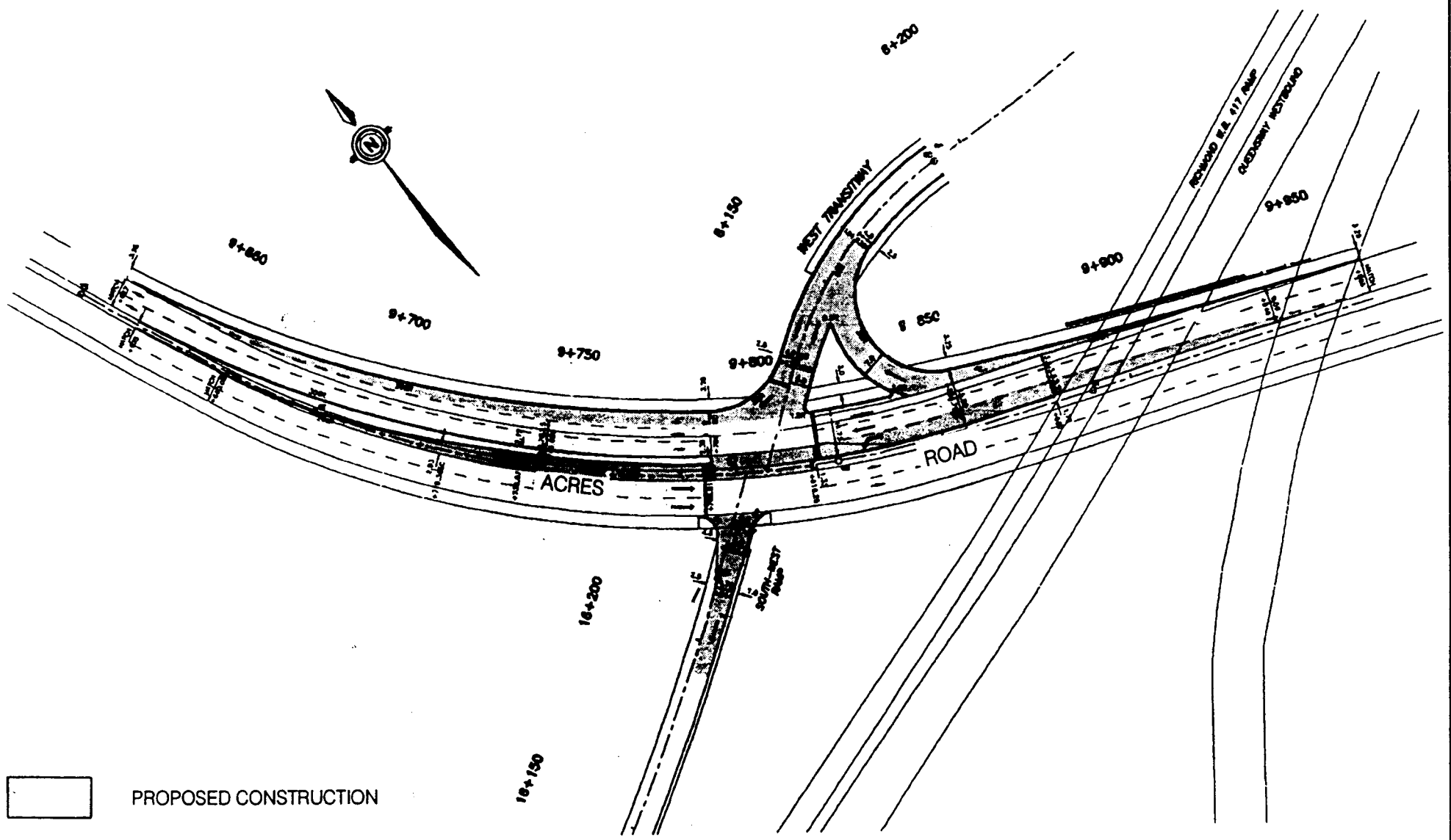
Preliminary design drawings for the proposed construction of the Acres Road intersection have been discussed with the Regional Cycling Group (RCAG).

Any comments will be available when this item is considered at Transportation Committee.

Indications are that there is general agreement with the design proposal.

*Approved by G. Vincelli  
on behalf of J. Miller, P.Eng.*

MJR/rk



**OTTAWA-CARLETON**  
 Environment &  
 Transportation Department

**WEST TRANSITWAY**  
 PINECREST ROAD TO ACRES ROAD  
 PROPOSED ACRES ROAD INTERSECTION

Drawn R.B.H.	Checked M.J.R.	Date JUL / 97	Scale N.T.S.
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ENGINEERING DIVISION

*W. Bennett, P.Eng.*  
 Manager Transportation Projects

RT - 2266

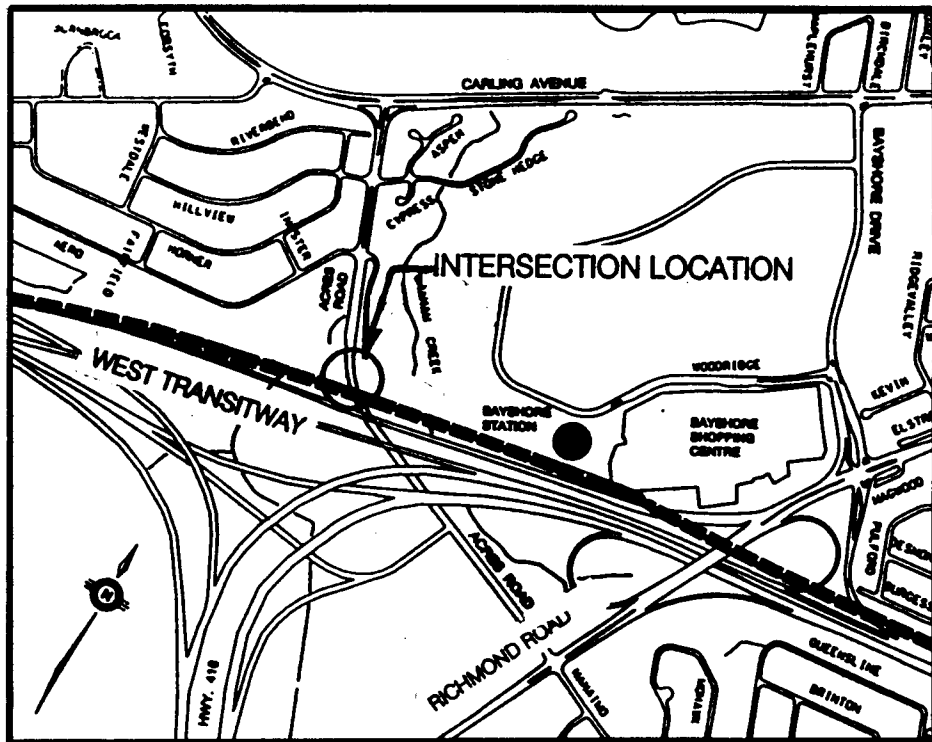


PROJECT REPORT

June 1997  
File No. 25 12-97-0034

PROJECT NO.	942-30626
PROJECT:	West Transitway Pinecrest Road to Acres Road Acres Road Intersection
PROGRAMME:	Transitway
TYPE OF DESIGN:	Preliminary
DESIGNED BY:	McNeely Engineering
PROJECT MANAGEMENT BY:	Engineering Division
CONSTRUCTION DATE:	Sept 1997

LOCATION PLAN



2. WEST TRANSITWAY - ACRES ROAD INTERSECTION  
- Director, Engineering Division report dated 21 May 98

Jim Miller, Director of Engineering pointed out that during the Environmental Assessment Process (EAP) for the West Transitway, the Crystal Beach Community Association requested there be no right-turns from Acres Road southbound onto the proposed ramp which will be constructed as part of this project. He confirmed the ramp will be used for both transit and car vehicles and the intersection will be signalized when warranted. It is hoped the ramp will be open by the end of the year.

Councillor Cantin was concerned that the new ramp from Acres Road to the westbound Queensway will attract a lot of traffic. Staff advised there are less than 100 vehicles presently using the existing ramp and as stated in the report, when that ramp is eliminated, those vehicles would have no other way to proceed westbound on the Queensway and therefore, during the EA process, provision was made to provide a new ramp. He confirmed that motorists travelling south to west would not be permitted from Acres Road onto the ramp to the Queensway. The councillor believed that even with the right-turn prohibition at the ramp, motorists would probably opt to make the illegal turn in order to avoid having to turn around elsewhere.

Councillor Cantin further noted the bus-only lane on the Queensway westbound only starts at Moodie Drive and questioned when staff expect to bring forward a report recommending that a paved bus-only lane be put in from Bayshore to Moodie. J. Miller advised that Regional Planning staff will be meeting with MTO to discuss the widening of Highway 417 between Acres Road and Moodie Drive to address the Nortel traffic issue and this item could be raised at that time. The councillor opined the work should be co-ordinated in order to maximize benefits and limit the amount of inconvenience to the public.

Councillor McGoldrick-Larsen noted there would be an impact for residents of Lakeview and Crystal Beach because the proposed restriction would force them into a more circuitous route to access the Queensway. She recognized, however, they could easily travel west on Carling Avenue from Acres Road and access the Queensway from Moodie Drive. She questioned whether the concern voiced by Councillor Cantin about motorists ignoring the right-turn restriction was a valid one and whether in fact motorists choosing to obey the signs, might continue down Acres Road into the Qualicum Graham Park community to turn around and double back to the ramp. Staff advised that u-turns are presently permitted at the Highway 416 exit ramp at Acres Road or further down at Richmond Road, although he did not know whether they would choose instead to drive into the community to turn around. The councillor questioned whether signage could be

erected on Carling towards Acres to direct motorists to the Queensway via Moodie Drive and J. Miller advised this could be investigated.

In addition, Councillor McGoldrick-Larsen was concerned about the volume of traffic at Bayshore during peak seasons and whether the future development in the area could become an issue as well. In response to her concerns, the Director advised that once the ramp is in operation, committee and Council could review the operational issues and if deemed appropriate, permit a right-turning movement; this could be accomplished at minimal cost and would require a public hearing, but not an additional EA.

*Liz Barrett, President, Qualicum Graham Park Community Association* was very pleased with the consultation staff have had with the community in regards to a pedestrian walkway that is being put in as part of this roadwork; it will provide a safer access to the transit station and to the shopping centre. However, Ms. Barrett was very concerned about a present situation whereby motorists are using the community to turn around in if they have accidentally gone the wrong direction on Richmond Road. Residents have expressed deep concern for their safety because there have been many near misses between them driving out of the community and motorists turning into their driveways. These drivers back out quickly and unexpectedly and this occurs on a regular basis.

To compound this situation, she believed the proposal before committee will pose an even bigger problem because when southbound motorists realize they are not able to turn right from Acres onto the new ramp, they may continue down and turn around in the community. She acknowledged that while they may take advantage of the u-turn capabilities, she felt the majority would choose the former option. She noted that the intersection of Richmond and Acres is extremely busy for residents entering and leaving the community and is made very dangerous by virtue of the speed motorists are travelling from Bells Corners to enter the Queensway eastbound ramp at Bayshore. Ms. Barrett stated that although the community's preference would be to have no ramps at all, having just one will only exacerbate the existing situation. She was also somewhat concerned that the route suggested by staff for communities or motorists travelling south to west would take them directly through a residential community and she urged committee to consider the inclusion of another ramp to eliminate that concern. In closing, Ms. Barrett questioned whether have staff done a study determining how many turn-arounds occur in their neighbourhood. J. Miller advised there was no assessment of the u-turns in the neighbourhood during the EA for the West Transitway. Ms. Barrett suggested it should be done before a final decision is made on this intersection.

Councillor McGoldrick-Larsen inquired whether staff could investigate that situation since it wasn't included in the EA. Staff acknowledged this direction. The councillor made reference to the proposed development of an office tower in

Bayshore and questioned whether a traffic management study would be required to examine the need for additional capacity to the westbound Queensway from that ramp. She inquired whether the construction schedule for this project and that development would coincide and the Commissioner indicated this issue will be raised with Planning staff.

Councillor Byrne raised a question about travel direction for motorists in the community and staff advised the majority of the Crystal Beach area is on the west side of Acres Road and he suspected they would use Moodie Drive to access the Queensway. He reminded members that the restrictive movements at the ramp was an outcome of the EAP from that community.

The Acting Chair, Councillor Legendre questioned why the Crystal Beach community did not want right-turns from Acres Road onto the new ramp to the Queensway. Staff indicated it was because they believed it would increase the southbound traffic volumes on Acres Road; presently, there are approximately 600 vehicles during the p.m. peak period in the southbound direction, although the capacity is in the order of 2000 vehicles. The councillor inquired when staff anticipate Acres Road to be close to capacity, however, staff did not have that information. The councillor stated his objection to the right-turn prohibition, arguing that Acres Road is already operating significantly under capacity and while staff did not have future projections at this time, he hoped that information would be available at the public hearing.

**That the Transportation Committee:**

- 1. Approve the preliminary design for the proposed construction of the Acres Road intersection that is required to provide for the new westbound ramp connection to Highway #417, as illustrated on Drawing No. RT-2266;**
- 2. Authorize that a Public Hearing be held by the Transportation Committee as required by Sections 297 and 300 of the Ontario Municipal Act;**
- 3. Refer this report to Regional Council following the Public Hearing Process.**

CARRIED  
(J. Legendre dissented)

REGIONAL MUNICIPALITY OF OTTAWA CARLETON  
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT  
RAPPORT

ANNEX A

Our File/N/Réf.           **50** 02-98-0026; 12-98-0034  
 Your File/V/Réf.

DATE                       8 July 1998

TO/DEST.                 Co-ordinator  
                               Transportation Committee

FROM/EXP.               Director Engineering Division  
                               Environment and Transportation Department

SUBJECT/OBJET         **TRANSPORTATION COMMITTEE MEETING - 3 JUNE 1998**  
                               **WEST TRANSITWAY - ACRES ROAD INTERSECTION**

### DEPARTMENTAL RECOMMENDATION

**That the Transportation Committee receive this report for information.**

### BACKGROUND

1. At the Transportation Committee meeting of 3 June 1998, staff were asked to investigate the number of u-turn movements at Richmond Road and Nanaimo.

On 11 June 1998 (7 am - 6 pm) staff conducted a field survey of turning movements at the intersection of Richmond Road and Nanaimo Drive.

Total number of vehicles turning from Richmond to Nanaimo southbound	715
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Total number of u-turns on Nanaimo	23
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The observations of 11 June 1998 would not lead to the conclusion that there was excessive u-turns on Nanaimo for this eleven hour period (i.e. an average of two per hour).

2. As a second item, staff were asked to determine whether the proposed development of an office tower in Bayshore will coincide at the same time as the Acres Road project and whether a traffic management study may be required because of that development.

The Acres Road Intersection - s/w ramp is proposed to start construction in September 1998 and finish in early 1999. We would anticipate minimal overlap of the two construction projects given that the Cambridge site is still in the concept planning stage, and the City of Nepean advised that the site plan application and rezoning approval process takes about three months.

With respect to a traffic impact study, the City of Nepean Planning Department have advised that as a condition of site plan approval there is a requirement for a traffic impact study to be submitted as part of the site plan review. The traffic impact study is being done by Delcan Corporation and it will be completed by early July 1998.

*Approved by  
J. Miller, P.Eng.*

JM/lm

Extract of Draft Minute  
Transportation Committee  
21 July 1998

WEST TRANSITWAY - PINECREST ROAD TO ACRES ROAD - ACRES ROAD  
INTERSECTION - PUBLIC HEARING

- Co-ordinator, Transportation Committee report dated 30 Jun 98

*Liz Barrett, President, Qualicum Graham Park Community Association* reiterated the concerns she raised at the committee meeting last month and in particular, the objection to the proposal for only one ramp to Highway 417 from Acres Road; residents believe it would cause more motorists to make U-turns in their community. Mrs. Barrett expressed the views of two elderly residents of Nanaimo Drive, who were unable to attend the meeting, but who had conveyed their deep concerns to her with respect to the number of motorists using their driveway to turn around in, often causing queuing of other vehicles waiting to turn around. Although this is primarily more of a concern during peak shopping periods and is not as much of an issue during the summer months, Mrs. Barrett was still very concerned for their safety.

With respect to the opening of just one ramp, Mrs. Barrett opined that it would only exacerbate an already existing problem and with the proximity of the Qualicum Business Park to the community, it will make it more attractive to people who work there to cut through the community. Although the residents object to there even being a ramp, she felt the proposal should at least allow southbound motorists to turn right from Acres Road onto Highway 417 and questioned the rationale for the project not including such access. She recognized this was originally a request from residents of Crystal Beach to reduce traffic through their community, but emphasized that motorists traveling along Carling Avenue who decide to access the highway from Moodie Drive, would drive directly through that community in any case. In closing, Mrs. Barrett questioned whether signs for the right-turn prohibition would be enough of a deterrence if motorists choose to risk making that illegal movement.

In response to her question about the right-turn prohibition, Wayne Bennett of the Engineering Division of the Environment and Transportation Department, clarified this was a request of the Crystal Beach and Lakeview communities and was incorporated as part of the Environmental Study Report (ESR); accordingly, the Region must comply with that stipulation in order to undertake this project. Any change would require an Addendum to the ESR, a significant undertaking including construction delays and additional costs, and there would be no guarantee of any change following that process. He suggested that the other alternative would be to construct as per the ESR document and monitor the operation of the intersection for one or two years after construction.

Councillors Cantin and Legendre raised questions about the appropriateness of the right-turn restriction and the suggestion was made for an Addendum report to provide a second look at all the issues. It was stressed that Acres Road, a Regional road, is operating well

Extract of Draft Minute  
Transportation Committee  
21 July 1998

below the volume it was meant to carry and it was doubtful the ramp would attract enough traffic to increase those numbers significantly.

As councillor for the ward, Wendy Byrne was hesitant to delay this project and she maintained it would be more economic and efficient to construct the ramps and simply monitor the right-turn prohibition. Following a specified period, she felt residents may have a change of mind once they realize the reality of putting the prohibition in place and should it be deemed preferable at that point in time to eliminate the prohibition, the signs could be easily removed. W. Bennett agreed that the cost for an Addendum would be considerably more than any physical changes committee may wish to make in a year's time and the cost for sign changes, however, would be very nominal. In response to the concerns previously raised by councillors Cantin and Legendre and with respect to non-compliance, Mr. Bennett advised that staff would deal with this situation as an operational issue, with adjustments made accordingly and there would be no requirement for an additional ESR in this case.

Councillor Legendre questioned whether the intersection would have to be built differently if the committee and Council were to decide to allow right-turns from Acres Road onto the ramp. Staff advised that the changes to the curbing and geometry of the intersection may be nominal, although if so directed by Council, the signs could simply be removed.

**Having held a public hearing, that the Transportation Committee recommend Council approve the preliminary design for the proposed construction of the Acres Road intersection that is required to provide for the new westbound ramp connection to Highway #417, as illustrated on Drawing No. RT-2266.**

CARRIED  
(R. Cantin and J. Legendre  
dissented)